

5

TRAFFIC CONTROL SIGNAL INSTALLATIONS VARIOUS LOCATIONS

The Transportation Services Committee recommends:

- 1. Receipt of the deputation by Marilyn Iafrate, Councillor, City of Vaughan; and**
- 2. Adoption of the recommendations contained in the following report dated December 18, 2012, from the Commissioner of Transportation and Community Planning.**

1. RECOMMENDATIONS

It is recommended that:

1. A traffic control signal be installed at the intersection of Leslie Street (Y.R. 12) and Colonel Wayling Boulevard, on a temporary basis until Highway 404 is extended northerly and the school is relocated into the Sharon West Development, at which time staff will re-evaluate to determine permanent requirements, in the Town of East Gwillimbury.
2. A traffic control signal be installed at the intersection of The Queensway (Y.R. 12) and Joe Dales Drive/McMillan Drive, in the Town of Georgina.
3. A traffic control signal be installed at the intersection of Yonge Street (Y.R. 1) and Silver Maple Road, in the Town of Richmond Hill.
4. A traffic control signal be installed at the intersection of Islington Avenue (Y.R. 17) and Hayhoe Lane, in the City of Vaughan.
5. A traffic control signal be installed at the intersection of Rutherford Road (Y.R. 73) and Sherwood Park Drive, in the City of Vaughan.
6. A traffic control signal be installed at the intersection of Teston Road (Y.R. 49) and Cranston Park Avenue, in the City of Vaughan.
7. A traffic control signal be installed at the intersection of Teston Road (Y.R. 49) and Via Romano Boulevard, in the City of Vaughan.
8. Regional staff complete a comprehensive review of the current Traffic Signal Warrant Policy and report back for Council approval.

9. The Regional Clerk circulate a copy of this report to the clerks of the local municipalities.

2. PURPOSE

The purpose of this report is to seek Council approval for the installation of traffic control signals at seven intersections that do not meet the conditions of the Region's current Traffic Signal Warrant Policy, but are supported and recommended by staff.

3. BACKGROUND

On October 17, 2002, Council approved a Traffic Signal Warrant Policy

The current policy for the installation of traffic control signals is based on a series of guidelines established by the Ministry of Transportation for Ontario and North American standards. The policy is based on outdated traffic engineering principles that do not adequately address the needs of our urbanizing communities.

4. ANALYSIS AND OPTIONS

Staff recommend installing seven traffic control signals that do not satisfy all criteria in the current policy

Traffic control signal requests included in this report have been discussed at length with concerned residents and local municipal representatives.

Staff carried out various studies, counts and analyses to determine the requirement for traffic control signals at the seven requested intersections. The following outlines the results of this review.

A summary of the traffic control signal warrant analysis is appended to this report as *Attachment 1*.

Leslie Street and Colonel Wayling Boulevard, in the Town of East Gwillimbury

Description

Leslie Street at Colonel Wayling Boulevard is a four-leg (construction access on west leg) intersection with a shared left, through and right turning lane on Colonel Wayling Boulevard. Leslie Street is a two-lane urban roadway with a two-way left turn lane and a posted speed limit of 50 kilometres per hour, carrying approximately 18,000 vehicles

daily. Sharon Public School and Sharon-United Church is located near the intersection along with transit stops. A location plan is appended to this report as *Attachment 2*.

Requests for traffic control signal

Regional staff have received approximately eight requests for the installation of traffic control signals at this intersection in the past three years. Most recently, Town of East Gwillimbury staff are requesting the installation of traffic control signals to support the Sharon West Development and specifically to control construction vehicles operating in close proximity to Sharon Public School.

Traffic studies and analysis

The traffic control signal warrant analysis completed by an engineering consultant, confirmed that the intersection does not satisfy the Region's current Traffic Signal Warrant Policy within the 2021 horizon year. In addition, once Highway 404 extends to Ravenshoe Road, all Regional roads within the study area will significantly change in travel patterns and volume, including this section of Leslie Street.

The most recent pedestrian and traffic study was conducted at this intersection on Thursday, March 29, 2012, and applied to the Traffic Signal Warrant Policy. In accordance with the policy, this intersection does not satisfy the criteria. In addition, the collision history indicates one preventable collision by traffic control signals in the previous three years.

Staff also conducted an eastbound left turn (critical movement) delay study on Thursday, March 29, 2012, between 7:45 a.m. and 8:45 a.m. (critical hour). There are approximately 70 left turning vehicles in the busiest hour of the day. The study identified a maximum of three vehicles queued and the average delay was 60 seconds per vehicle exiting Colonel Wayling Boulevard. In comparison to other signalized intersections left turning motorists on the minor road experience approximately 65 to 80 seconds of delay. Therefore, left turning motorists exiting Colonel Wayling Boulevard are currently experiencing comparable delays to those experienced at traffic control signal locations.

Recommendation

Although this intersection does not satisfy the current Traffic Signal Warrant Policy, staff recommend the installation to safely manage an expected increase in construction traffic in an area where children attending Sharon Public School cross. Once Highway 404 is extended to Ravenshoe Road, and the school is relocated into the Sharon West Development, the need for the traffic control signal will be re-evaluated. Staff do not anticipate any significant negative consequences as a result of this installation.

The Queensway and Joe Dales Drive/McMillian Drive, in the Town of Georgina

Description

The Queensway and Joe Dales Drive is a four-leg intersection with exclusive left and right turning lanes on Joe Dales Drive, which is planned to be a collector road. The Queensway is a four-lane urban roadway with a two-way left turn lane and a posted speed limit of 60 kilometres per hour, carrying approximately 16,000 vehicles daily. Approximately 50 pedestrians cross at this intersection daily. There are sidewalks on this section of the Queensway, transit stops and a commercial development on the west side of the road. A location plan is appended to this report as *Attachment 3*.

Request for traffic control signal

Regional staff have received five requests for the installation of traffic control signals at this intersection in the past two years. Most recently, staff received numerous resident requests subsequent to a fatal collision, which occurred close to this intersection on the evening of Sunday, October 21, 2012. Local residents have also submitted a petition for the installation of traffic control signals at this intersection.

Traffic studies and analysis

The most recent pedestrian and traffic study was conducted at this intersection on Thursday, November 15, 2012, and applied to the Traffic Signal Warrant Policy. In accordance with the policy, this intersection does not satisfy the criteria based on the most recent data collected. In addition, the collision history indicates one preventable collision by traffic control signal in the previous three years.

Staff conducted an eastbound left turn (critical movement) delay study on Wednesday, April 18, 2012, between 7:25 a.m. and 8:25 a.m. (critical hour) at this intersection. There are approximately 40 left turning vehicles in the busiest hour of the day. The study identified a maximum of three vehicle queued and the average delay was 22 seconds per vehicle exiting Joe Dales Drive. In comparison to other signalized intersections, left turning motorists on the minor road experience approximately 65 to 80 seconds of delay. Installing traffic control signals at this intersection will increase delay for left turning motorists exiting Joe Dales Drive.

Recommendation

Although this intersection does not satisfy the current Traffic Signal Warrant Policy, staff recommend the installation. This intersection is expected to satisfy the policy in the future as part of the Joe Dales Drive community expansion and road connection to Woodbine Avenue. In the interim, the intersection will provide an increased level of comfort for residents who cross The Queensway to the commercial developments and

transit stops. Currently there is no signalized crossing location within 700 metres. Staff do not anticipate any significant negative consequences as a result of this installation.

Yonge Street and Silver Maple Road, in the Town of Richmond Hill

Description

Yonge Street and Silver Maple Road is a three-leg intersection with exclusive left and right turning lanes on Silver Maple Road. Yonge Street is a four-lane urban roadway with a two-way left turn lane and a posted speed limit of 60 kilometres per hour, carrying approximately 27,000 vehicles daily. Approximately 50 pedestrians cross at this intersection daily. There are transit stops at the corner of the intersection and a proposed commercial development on the southwest corner. A location plan is appended to this report as *Attachment 4*.

Request for traffic control signals

Regional staff have received seven requests for the installation of traffic control signals at this intersection in the past five years. The most recent pedestrian and traffic study was conducted at the intersection of Yonge Street and Silver Maple Road on Thursday, October 4, 2012, and applied to the Traffic Signal Warrant Policy. In accordance with the policy, this intersection does not satisfy the criteria based on the most recent data collected. In addition, the collision history indicates no preventable collision by traffic control signal in the previous three years.

Traffic studies and analysis

Staff conducted an eastbound left turn (critical movement) delay study on Thursday, November 8, 2012, between 8 a.m. and 9 a.m. (critical hour) at this intersection. There were approximately 40 left turning vehicles in the busiest hour of the day. The study identified a maximum of three vehicle queued and the average delay was 40 seconds per vehicle exiting Silver Maple Road. In comparison to other signalized intersections left turning motorists on the minor road experience approximately 65 to 80 seconds of delay. Installing traffic control signals at this intersection will increase delay for left turning motorists exiting Silver Maple Road.

Recommendation

Although this intersection does not satisfy the current Traffic Signal Warrant Policy, staff recommend the installation. This intersection is expected to satisfy the policy when future commercial developments on the northwest and southwest corners of the intersection are built. In the interim, the intersection will provide residents with an option to use a signalized intersection to exit their community and a secure means to access transit. Staff do not anticipate any significant negative consequences as a result of this installation.

Islington Avenue and Hayhoe Lane, in the City of Vaughan

Description

Islington Avenue and Hayhoe Lane is a three-leg intersection with exclusive left and right turning lanes on Hayhoe Lane. Islington Avenue is a two-lane urban roadway with a two-way left turn lane and a posted speed limit of 50 kilometres per hour, carrying approximately 25,000 vehicles daily. Approximately 40 pedestrians cross at this intersection daily. There are sidewalks on this section of Islington Avenue and transit stops. In addition, Hayhoe Lane is the principal traffic and pedestrian route for St. Margaret Mary Catholic Elementary School. A location plan is appended to this report as *Attachment 5*.

Requests for traffic control signals

Regional staff have received nine requests for the installation of traffic control signals at this intersection in the past five years. The most recent pedestrian and traffic study was conducted at the intersection of Islington Avenue at Hayhoe Lane on Wednesday, September 19, 2012, and applied to the Traffic Signal Warrant Policy. In accordance with the policy, this intersection does not satisfy the criteria based on the most recent data collected. In addition, the collision history indicates one preventable collision by traffic control signal in the previous three years.

Traffic studies and analysis

Staff also conducted a northbound left turn (critical movement) delay study on Tuesday, October 9, 2012, between 8 a.m. and 9 a.m. (critical hour) at this intersection. There are approximately 60 left turning vehicles in the busiest hour of the day. The study identified a maximum of six vehicles queued and the average delays was 50 seconds per vehicle exiting Hayhoe Lane. In comparison to other signalized intersections left turning motorists on the minor road experience approximately 65 to 80 seconds of delay.

Recommendation

Although this intersection does not satisfy the current Traffic Signal Warrant Policy, staff recommend the installation. The proposed traffic control signal will provide a secure means for residents to access transit and assist school children crossing in the area. Staff do not anticipate any significant negative consequences as a result of this installation.

Rutherford Road and Sherwood Park Drive, in the City of Vaughan

Description

Rutherford Road and Sherwood Park Drive is a three-leg intersection with exclusive left and right turning lanes on Sherwood Park Drive. Rutherford Road is a four-lane urban roadway with a two-way left turn lane and a posted speed limit of 60 kilometres per hour, carrying approximately 48,000 vehicles daily. Approximately 50 pedestrians cross at this intersection daily. There are sidewalks on this section of Rutherford Road and transit stops. A location plan is appended to this report as *Attachment 6*.

Requests for traffic control signals

Regional staff have received six requests for the installation of traffic control signals at this intersection in the past five years. Most recently, City of Vaughan staff and local residents have requested a traffic control signal due to the difficulties in exiting the community. Minor intersection improvements have been completed, including the removal of a centre median island to provide improved egress for motorists on Sherwood Park Drive.

Traffic studies and analysis

The most recent pedestrian and traffic study was conducted at the intersection of Rutherford Road and Sherwood Park Drive on Wednesday, June 22, 2011, and applied to the Traffic Signal Warrant Policy. In accordance with the policy, this intersection does not satisfy the criteria based on the most recent data collected. In addition, the collision history indicates five preventable collisions by traffic control signal in the previous three years. Therefore, the safety performance of this intersection has the potential to be improved by the installation of a traffic control signal.

Staff conducted a northbound left turn (critical movement) delay study on Wednesday, November 21, 2012, between 4 p.m. and 5 p.m. (critical hour) at this intersection. There are approximately 30 left turning vehicles in the busiest hour of the day. The study identified a maximum of two vehicles queued and the average delay was 35 seconds per vehicle exiting Sherwood Park Drive. In comparison to other signalized intersections left turning motorists on the minor road experience approximately 65 to 80 seconds of delay.

Recommendation

Although this intersection does not satisfy the current Traffic Signal Warrant Policy, staff recommend the installation. The installation of traffic control signals has the potential to improve the overall safety performance. A collision review indicated that five preventable collisions occurred in the previous three years at this intersection. Staff do not anticipate any significant negative consequences as a result of this installation.

Teston Road and Cranston Park Avenue, in the City of Vaughan

Description

Teston Road and Cranston Park Avenue is a three-leg intersection with exclusive left and right turning lanes on Cranston Park Avenue, which serves as a collector road. Teston Road is a four-lane urban roadway with a two-way left turn lane and a posted speed limit of 60 kilometres per hour, carrying approximately 10,000 vehicles daily. Approximately 70 pedestrians cross at this intersection daily. There are sidewalks on this section of Teston Road and transit stops. This community currently has two collector roads intersecting with Teston Road of which none are signalized. A location plan is appended to this report as *Attachment 7*.

Requests for traffic control signals

Regional staff have received three requests for the installation of traffic control signals at this intersection in the past two years. The most recent pedestrian and traffic study was conducted at the intersection of Teston Road at Cranston Park Avenue on Tuesday, October 16, 2012, and applied to the Traffic Signal Warrant Policy. In accordance with the policy, this intersection does not satisfy the criteria based on the most recent data collected. In addition, the collision history indicates two preventable collisions by traffic control signal in the previous three years.

Traffic studies and analysis

Staff conducted a northbound left turn (critical movement) delay study on Wednesday, November 7, 2012, between 7:30 a.m. and 8:30 a.m. (critical hour) at this intersection. There are approximately 150 left turning vehicles in the busiest hour of the day. The study identified a maximum of nine vehicles queued and the average delay was 25 seconds per vehicle exiting Cranston Park Avenue. In comparison to other signalized intersections left turning motorists on the minor road experience approximately 65 to 80 seconds of delay.

Recommendation

Although this intersection does not satisfy the current Traffic Signal Warrant Policy, staff recommend the installation. This intersection is expected to satisfy the policy when future developments proceed. In the interim, the intersection will provide residents with an option to use a signalized intersection to exit their community and a secure means to access transit. Staff do not anticipate any significant negative consequences as a result of this installation.

Teston Road and Via Romano Boulevard, in the City of Vaughan

Description

Teston Road and Via Romano Boulevard is a three-leg intersection with exclusive left and right turning lanes on Via Romano Boulevard, which serves as a collector road. Teston Road is a two-lane urban roadway with a two-way left turn lane and a posted speed limit of 60 kilometres per hour, carrying 16,000 vehicles daily. This community currently has two collector roads intersecting with Teston Road of which none are signalized. A location plan is appended to this report as *Attachment 8*.

Requests for traffic control signals

Regional staff have received multiple requests for the installation of traffic control signals at Teston Road at Via Romano in the past two years. Recently, staff has received a petition from local residents requesting the installation of a traffic control signal along this section of Teston Road.

Traffic studies and analysis

The most recent pedestrian and traffic study was conducted at the intersection of Teston Road at Via Romano Boulevard on Tuesday, September 18, 2012, and applied to the Traffic Signal Warrant Policy. In accordance with the policy, this intersection does not satisfy the criteria based on the most recent data collected. In addition, the collision history indicates no preventable collision by traffic control signal in the previous three years.

Staff also conducted a northbound left turn (critical movement) delay study on Wednesday, October 3, 2012, between 7:30 a.m. and 8:30 a.m. (critical hour) at this intersection. There are approximately 100 left turning vehicles in the busiest hour of the day. The study identified a maximum of four vehicles queued and the average delays was 30 seconds per vehicle exiting Via Romano Boulevard. In comparison to other signalized intersections left turning motorists on the minor road experience approximately 65 to 80 seconds of delay.

Recommendation

Although this intersection does not satisfy the current Traffic Signal Warrant Policy, staff recommend the installation. This intersection is expected to satisfy the policy when future developments on the north side of Teston Road are built. In the interim, signalizing the intersection will provide residents with an increased level of comfort when exiting their community or accessing transit. Staff do not anticipate any significant negative consequences as a result of this installation.

The Region's current Traffic Signal Warrant Policy requires a review to ensure that it meets the needs of existing communities and accommodates the Regional Official Plan's vision for growth

The Region's Traffic Signal Warrant Policy is based on the Ministry of Transportation of Ontario's warrant system for the installation of traffic control signals, which was at one time mandatory for municipalities. The warrant policy was based on a "highways" approach to arterial road travel where higher speeds were desirable and the number of vulnerable road users, such as pedestrians and cyclists, was low. The Ministry revised their warrant this year so it is appropriate for York Region to review the current warrant in view of the Ministry's new one, and in view of the changing character of the Regional arterial road system. Staff will complete a comprehensive review of the current Traffic Signal Warrant Policy and report back for consideration by Transportation Services Committee by September 2013.

Link to Key Council-approved Plans

2011 to 2015 Strategic Plan

- Increasing performance of the Regional transportation system through all modes of travel.

5. FINANCIAL IMPLICATIONS

The cost to conduct the studies is included in the 2012 Transportation and Community Planning Operating Budget.

Funding for the installation of the seven traffic control signals is available in the 2013 Transportation and Community Planning budget submission. The cost to install a traffic control signal at a typical four-leg intersection is approximately \$150,000 with an additional annual operating cost of approximately \$6,000.

6. LOCAL MUNICIPAL IMPACT

The local municipalities affected by each of these requests have, through staff and elected officials, have extended their support for the installation of traffic control signals at the locations aforementioned.

7. CONCLUSION

This report summarizes the details of seven requests for the installation of traffic control signals that have previously been denied by Regional staff in accordance with the existing Traffic Signal Warrant Policy. Although these intersections do not satisfy the current policy, there is merit in proceeding with the installations. Therefore, it is recommended that the installation of the seven traffic control signals be approved.

To adequately address the needs of our urbanizing communities, a complete review of the current Traffic Signal Warrant Policy will be undertaken by staff. The results of this review will be reported to Transportation Services Committee for discussion and policy direction.

For more information on this report, please contact Steven Kemp, Director, Traffic Management and Intelligent Transportation Systems at Ext. 5226.

The Senior Management Group has reviewed this report.

(The eight attachments referred to in this clause are attached to this report.)

Traffic Signal Warrant Analysis

Intersection	Municipality	Signal Warrant Criteria						
		Minimum Vehicle Volumes	Delay to Cross Traffic	Combination Warrant	Municipal Warrant	3 years Preventable Collision Experience	Potential for Safety Improvement	Peak Hour Delay
Minimum Policy Requirements		100%	100%	80%	70%	15		4 hours
Leslie St. and Colonel Wayling Blvd.	Town of East Gwillimbury	28%	58%	28%	28%	1	N	1.2 hours
The Queensway and Joe Dales Dr.	Town of Georgina	55%	35%	35%	35%	1	N	0.3 hours
Yonge St. and Silver Maple Rd.	Town of Richmond Hill	38%	41%	38%	38%	0	N	0.4 hours
Islington Ave. and Hayhoe Ln.	City of Vaughan	50%	29%	29%	29%	1	N	0.8 hours
Rutherford Rd. and Sherwood Park Dr.	City of Vaughan	10%	29%	10%	10%	5	Y	0.3 hours
Teston Rd. and Cranston Park Ave.	City of Vaughan	59%	72%	59%	59%	2	N	1.1 hours
Teston Rd. and Via Romano Blvd.	City of Vaughan	42%	64%	42%	42%	0	N	0.8 hours

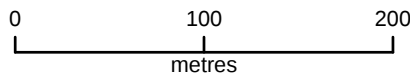
Minimum Policy Requirements:

1. Minimum Vehicle Volumes – Takes into account all traffic volume on the major and minor road.
2. Delay to Cross Traffic – For applications where the traffic volume on the main road is so heavy that traffic on the minor road suffers excessive delay or hazard in entering or crossing the main road.
3. Combination Warrant – Signal may occasionally be justified where combination of Minimum Vehicle Volumes and Delay to Cross Traffic criteria are at least 80% justified.
4. Municipal Warrant – Where both Minimum Vehicle Volumes and Delay to Cross Traffic criteria are stratified within 10% of the Regional Policy. Local Municipalities are permitted to pay for the installation of unwarranted traffic signals.
5. 3 Years Preventable Collision Experience – Traffic signals may be considered as one means of improving intersection safety where an unsignalized intersection has an unusually high collision history.
6. Safety Warrant – Based upon the safety performance of an intersection, and compared to other intersection with similar characteristic with the expected safety performance under signalized control.
7. Peak Hour Delay – Total delay and volume on one minor street approach in the peak hour.



Leslie Street (Y.R. 12) and Colonel Wayling Boulevard Town of Georgiana

Traffic Control Signal Installations



Legend

-  Sharon Public School
To be relocated in the future
-  YRT Bus Stop
-  Sharon-Hope
United Church
-  Proposed Traffic
Control Signal



**The Queensway (Y.R. 12) and
Joe Dales Drive/McMillan Drive
Town of Georgina**

Traffic Control Signal Installations

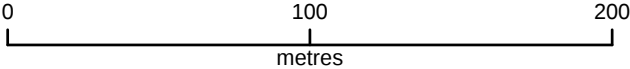


Legend

● YRT Bus Stop

★ Proposed Traffic Control Signal

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**Yonge Street (Y.R. 1) and Silver Maple Road
Town of Richmond Hill**

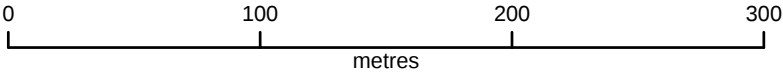
Traffic Control Signal Installations



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Legend

- YRT Bus Stop
- ★ Proposed Traffic Control Signal





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Islington Avenue (Y.R. 17) and Hayhoe Lane City of Vaughan

Traffic Control Signal Installations



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Legend

- YRT Bus Stop
- St. Margaret Mary Catholic Elementary
- △ Pine Grove Public School
- ★ Proposed Traffic Control Signal



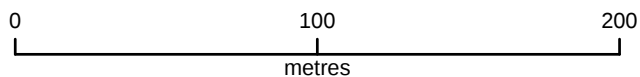
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Rutherford Road (Y.R. 73) and Sherwood Park Drive City of Vaughan

Traffic Control Signal Installations



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Legend

- YRT Bus Stop
- ★ Proposed Traffic Control Signal



Teston Road (Y.R. 49) and Cranston Park Avenue City of Vaughan

Traffic Control Signal Installations

York Region **yorkmaps**

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Legend

- YRT Bus Stop
- ★ Proposed Traffic Control Signal



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Teston Road (Y.R. 49) and Via Romano Boulevard

City of Vaughan

Traffic Control Signal Installations



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Legend

- YRT Bus Stop
- ★ Proposed Traffic Control Signal

